

Street name: **MAIN STREET**

Section of street: Across from Hosmer House/adjacent to Not Your Average Joe's/Dunkin Donuts Shopping Center

Distance (in tenths of a mile): 0.1 mi

Population (stats for over 17): 447 # of bus stops: 84 # of children using bus stops: 226 Length of street: 7.2 mi

Completed by: Pamela Cochrane

Need total: 65

Viability total:

Total score:

Acton Sidewalk Prioritization Rating Chart (5/20/09)

1. Need

	<i>Points available</i>	<i>Points awarded</i>
A. Road Type		
1. Arterial (8,000vpd) (from Master Plan)	50	50
2. Collector Street (2000vpd to 8,000 vpd) (from Master Plan)	25	
3. Local Street (< 2000vpd) (From Master Plan)	0	
B. Walking Room (pedestrian is able to move off road into safety when necessary)		
There now exists for 10 feet or more of the section: less than 2 feet off edge of pavement or behind the fog line	20	
less than 4 feet off the edge of pavement or behind the fog line	10	
more than 4 feet off the edge of pavement or behind the fog line	0	0
C. Sight Distances		
Road geometry (horizontal or vertical) prohibits adequate sight distances for driver to see pedestrian for the posted speed	0, 5, or 10	0
D. Traffic Speed (posted speed)		
1. 40mph or higher	20	
2. 30mph or higher	10	10
3. Less than 30mph (posted 25 mph)	0	
E. Commercial Truck Traffic on collector streets only	Low = 0 High = 5	
F. Railroad Crossing	10	
G. Connectivity		
1. Schools (1 mile radius)-sidewalk on opposite side	25	0
2. Trains (1mile radius)-sidewalk on opposite side	10	
3. Links to points of interest within 1 mile of street midpoint (i.e. parks, post office, shopping, museum, etc.). Assign 1 point per point of interest.	1-3 = 5 pts 4-7 = 10 pts > 7 = 15 pts	0
4. Fills in gap in existing sidewalk (a section of street that is less than ½ mile in length and connects to sidewalk on either end of gap on this street, not connecting street).	5	5

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2. Viability (5/20/09)

	<i>Points available</i>	<i>Points awarded</i>
A. Neighborhood support		
1. Neighborhood/abutter support - yes	0 to 10	?
2. Neighborhood/abutter objection - maybe	0 to -10	?
B. Costs		
1. Developer commitment in place	Yes/No	No
2. Private grants/trusts		
3. Existing sidewalk funds available	amount	
C. Construction Costs		
1. Base cost per foot		
2. Additional Cost Item		
3. Additional Cost Item		
4. Additional Cost Item		
5. Additional Cost Item		

D. Legal requirements		
1. All work for the sidewalk is within the Town's Right of Way. No easements required.	20	?
2. Some of the work will require easements from abutters. All abutters agree to give easements.	10	?
3. Some of the work will require easements from abutters. Abutters will not give required easements. Hostile land takings required.	-20	?
4. Scenic road (according to Acton Bylaws, Chapter J Scenic Road Bylaw)	Yes/No	No
E. Environmental considerations		
1. Requires healthy tree removal.	Range 0 to -20	0
2. Wetlands	-10	No

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Notes (5/20/09):

- No points award for schools or points of interest as these are accessible via sidewalk on opposite side of road.
- Population: 94/mi (calculated over length of entire street)
$$\frac{\text{Pop over 17} + \# \text{ children at bus stops}}{\text{Length of street}} = \frac{447 + 226}{7.2} = 93.5$$
- Posted speed vs. actual speed: Posted = 35 mph
Actual = 35 mph
- There is a sidewalk on the west side of Main St.
- This section of sidewalk would extend the existing section of sidewalk heading north on the east side of Main St.
- The Acton Historical Society would like a crosswalk at this point.
- A crosswalk would improve safety for teenagers who often cross Main St. at this point.
- A crosswalk without a sidewalk on the east side would require a walkway on the shopping center side.
- The owners of the shopping center would have to give up a parking space and would prefer not to.
- Meeting ADA requirements for a walkway to the parking lot might be problematic.
- A sidewalk might alleviate such problems.